



Date of Council Meeting: July 12, 2010

**TOWN OF LEESBURG  
TOWN COUNCIL MEETING**

**Subject:** Downtown Improvements Project

**Staff Contact:** Scott E. Parker, AICP. Assistant to the Town Manager

**Recommendation:** Council endorsement of the list of downtown improvements, with a recommendation to proceed to design and construction for the first three projects.

**Issue:** Should Town Council endorse the list of downtown projects and recommend proceeding to design and construction for the first projects on the list.

**Background:** In recent years, there have been several studies that have been commissioned by the Town to solidify a vision for downtown Leesburg that would serve as a catalyst for redevelopment efforts. These studies included, but weren't limited to, the 2003 Business Development Strategy, the 2006 Crescent District Master Plan, and the 2007 Downtown Market Study

In 2008, a group of property owners, businesses, organizations, and other stakeholders who were interested in seeing the Leesburg Historic District regain vitality formed the Downtown Improvement Association (DIA). In partnership with the Town of Leesburg, the County of Loudoun, and the Loudoun County Convention and Visitors Association (LCVA), the DIA commissioned the Urban Land Institute (ULI) to convene a Technical Assistance Panel to develop an implementation plan to begin the revitalization process.

The DIA utilized the ULI to develop a Strategic Implementation Plan for improvements in the downtown area. This strategic plan was presented to the Leesburg Town Council in May 2008. The design and construction of the proposed improvements are included in the Town's FY 2011-2015 Capital Improvement Program (CIP). A budget of \$5 million has been established for the improvements (see Attachment 1).

The goal of the projects outlined within the DIA's implementation plan is to connect the activity nodes in the downtown area, as well as to create multiple points of interest. These projects, in turn, could provide a catalyst for private development as well, building off of the momentum of the funded projects.

According to the implementation plan, these improvements may include:

- Sidewalk additions and widening
- Streetscape elements
- Consolidated signage

- Different street sections
- Traffic calming elements
- Cross walks
- Storm drainage
- Urban park elements
- Crosswalks
- Gateway features
- Street Lighting

The Town publicly advertised and received proposals for design services in August 2009. After review of the 26 submittals received, five firms were initially interviewed. A selection committee consisting of representatives of the Executive Department, Department of Capital Projects Management, Department of Parks and Recreation, and Department of Planning and Zoning selected the two top rated firms based on those interviews.

A second set of interviews were held with the two top rated firms. These interviews included both Town staff and representatives of outside stakeholders. After these interviews, as well as discussions with past clients, AECOM was selected as the consultant to aid the town with its Downtown Improvement Project.

#### **Outreach efforts and Stakeholders meetings:**

Significant input has been garnered by the various groups referenced earlier in this report, and there have been numerous ideas discussed and presented. And while this input has been invaluable, staff felt that this new phase of the project, which will establish exactly what gets built in the physical environment, required a new and robust outreach effort. As such, it was decided that a series of stakeholders meetings with the Town's consultants in attendance was crucial for this stage of the project.

The outreach effort began in earnest with the establishment of a comprehensive e-mail list of interested parties. That list, which has been a primary resource for the provision of information to the public, is constantly updated with names of people interested in the project. At the same time, a webpage on the Town's new website under Capital Projects was updated to include new information, including the availability of graphics created during the planning effort. In addition, information has been provided in the form of press releases announcing all of the stakeholders meetings. Finally, ads announcing the meetings were placed in both the Leesburg Today and Loudoun Times Mirror publications. The first meetings had two ads run in each paper for each meeting, while the last two meetings each had one ad run in each paper. It is anticipated that the improvements will be updated on the Town's Facebook page soon, as well.

On March 17, 2010, the first in the series of three stakeholders meetings was held at the Lightfoot Restaurant in downtown Leesburg. This meeting was a day-long series of four meetings, geared towards different segments of the public interested in the Downtown Improvement Project. Although everyone was invited to attend whichever meeting they wanted to, the meetings were arranged to focus on the specific interests of the following groups:

- Business and related groups
- Government related groups
- Downtown residents
- General meeting (for those unable to attend any of the previous)

Valuable input was gained throughout the day of this well-attended event. This was the first opportunity that the consultants had to address groups and individuals interested in the project. A main part of the meeting's efforts was focused on a survey that asked participants about the features of the downtown that they liked and which they did not like, and what things they would like to see. As a result, Town staff and the consultant began to put together a list of projects and associated graphics.



*Dennis Carmichael of AECOM listens to stakeholders at the June 16 meeting*

The second stakeholders meeting took place on May 13, 2010 in the lower level of Town Hall. At this meeting, the consultants presented the first list of projects and emerging graphics. A primary feature of this meeting were the “breakout groups,” in which participants were asked to weigh-in on their personal view of proposed priorities by placing green dots on a map of the projects. The projects were discussed in more refined detail in order to gain additional input. This meeting was well attended also, and included a broad range of interested groups and individuals.

The third stakeholder meeting was held on June 16, 2010. This meeting focused on further refinements of the projects based on input received at the second stakeholders meeting. During the course of this well-attended meeting, consensus was generally attained on a majority of the proposed projects. However, some disagreements and lively debate did emerge at this meeting regarding the proposed improvements on King Street, between Cornwall Street and Loudoun Street.

The proposal that has emerged for King Street, which will be discussed later in this report, focuses primarily on two options. These options are:

- Widen the sidewalk on King Street on the west side only by removing the on-street parking and adding street trees on the west side, while adding amenities such as planters/baskets on the east side. Loading zones would be accommodated on King Street at the intersections with Loudoun and Market Streets.

- Widen King Street equally on both sides by removing the on-street parking, and incorporating street trees on both sides. Loading zones would be accommodated on Market and Loudoun Streets near the corners with King Street.

The primary concerns of the public regarding the proposals were are listed as follows:

- The removal of on-street parking is a hindrance to a viable retail area.
- The provision of convenient loading spaces is important.
- Is the widening of sidewalks necessary?
- Provision of street trees

### **Background of project proposal development:**

The planning and design work with AECOM is being conducted in two phases:

Phase I: This phase consists of development of an overall plan of the various improvements to be accomplished under the overall project, as enumerated by the stakeholders. This work has included preparation and evaluation of alternative design concepts, establishing reliable budgets for various improvements, and setting development priorities in the form of a design and implementation strategy. This phase has involved the extensive public outreach process discussed previously in the report.

Phase II: After approval of the overall design and implementation strategy, final design and implementation of the various elements of the plan to be physically constructed will be initiated by Town Council. Although full consensus has not been reached on the part of the plan related to King Street, staff believes enough agreement exists on other aspects of the program to recommend proceeding to Phase II, design and construction, of the first projects listed on the attached document; Draft Order of Magnitude Construction Cost Estimate (Attachment 1).

### **Current Proposals:**

Figure 1 below is an excerpt from Attachment 1, which shows the overall list of projects, their budget estimates and a recommended hierarchy of construction. This information is based on stakeholder input and staff team recommendation, in conjunction with our consultant, AECOM. The strategy is to plan for Town funds to be spent on public property. The strategy also shows desirable frontage improvements for connectivity that could be implemented by private development.

The letters attached to the projects correspond to Figure 2, which is a key map of the geographic boundaries of the improvements referenced. It should be pointed out that while the Town Council allocated \$5 million for the downtown improvements, the strategy includes projects desired by downtown residents and businesses that go beyond the original allocation to address improved connectivity and a desirable downtown atmosphere.

Please note that on the key map, the solid colors indicate projects that are within the \$5 million allocation set forth by Council for the Capital Improvement expenditure. The remainder of the projects indicated is outside of the currently allocated \$5 million. It should be noted that while these estimates strive to be as accurate as possible, some flexibility is required given the nature of construction in a Town of Leesburg's age. This is why a 10% contingency is shown under each project.

Please note that more detail regarding specific construction and budgetary numbers on each line item may be found on Attachment 1.

*Figure 1: Construction hierarchy and estimates*

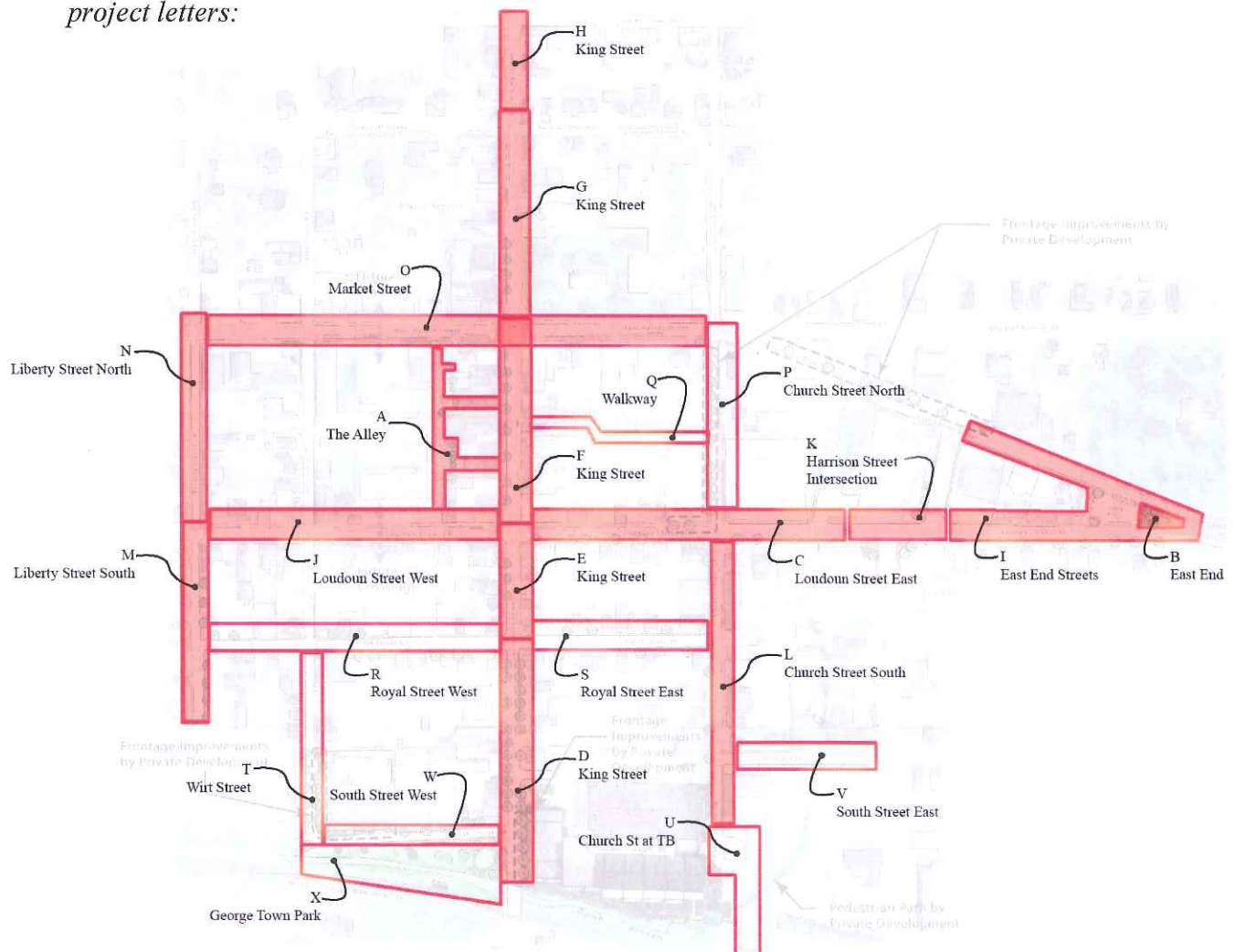
<b>DRAFT Order of Magnitude Construction Cost Estimate</b>		<b>2010.07.06</b>
Note: All Streetlights are to be funded separately		
<b>Total Costs, Per Improvement Project</b>		
<b>Item</b>	<b>Cost</b>	<b>Total</b>
<b>A</b> Alley Improvements	\$395,396	
<b>B</b> East End Triangle	\$422,970	
<b>C</b> Loudoun Street East	\$258,802	
<b>D</b> King Street   Royal to Town Branch	\$555,128	
<b>E</b> King Street   Loudoun to Royal	\$258,376	
<b>F</b> King Street   Market to Loudoun	\$704,310	
<b>G</b> King Street   Cornwall to Market	\$302,456	
<b>H</b> King Street   North to Cornwall	\$255,436	
<b>I</b> East End Streets	\$260,449	
<b>J</b> Loudoun Street West	\$85,650	
<b>K</b> Loudoun & Harrison Intersection	\$203,471	
<b>L</b> Church Street South	\$320,579	
<b>M</b> Liberty Street South	\$144,740	
<b>N</b> Liberty Street North	\$237,219	
<b>O</b> Market Street	\$119,125	
<b>Sub Total</b>		<b>\$4,524,106</b>
<b>P</b> Church Street North	\$240,033	
<b>Q</b> Walkway from King to Church	\$14,423	
<b>R</b> Royal Street West	\$421,190	
<b>S</b> Royal Street East	\$265,071	
<b>T</b> Wirt Street	\$301,094	
<b>U</b> Church Street at Town Branch	\$260,147	
<b>V</b> South Street East	\$170,564	
<b>W</b> South Street West (at Georgetown Park)	\$189,397	
<b>X</b> George Town Park	\$341,801	
<b>Sub Total</b>		<b>\$2,203,720</b>
<b>Total, All Projects</b>		<b>\$6,727,826</b>



<b>Total Revenue</b> (CIP items for Church & Downtown Improvements)		<b>\$5,300,000</b>
Implementation Strategy	\$150,000	
Design Budget, +/-	\$500,000	
<b>Approximate Currently Available Construction Funds</b>		<b>\$4,650,000</b>

<b>Lights included in CIP Downtown Street Lighting (07309)</b>	<b>28</b>	<b>28</b>
<b>Lights proposed in the Improvement Plan</b>	<b>96</b>	<b>96</b>
To be provided by Town	86	86
To be provided by Private Development	10	10
<b>Lights to be Provided by town</b>	<b>86</b>	<b>86</b>
Lights in areas with street/curb renovations	34	34
Lights in areas without other renovations	52	52

Figure 2: Key Map to corresponding project letters:



## **Project Descriptions:**

### ***Project A: Alley Improvements***

This project will provide additional lighting, pedestrian paving improvements, ornamental plantings, approximately seven street trees and potential signage for business directories, on public property. The highlight of this project will be a raised pavement for pedestrians that will create a friendly and inviting experience from the garage to King Street along both alleys.

New plantings and lighting will highlight the project. A proposed green entry way into the garage will enhance the experience as well. Both alleys will be addressed with this project. Figure 3 above is the alley near Loudoun Street. All of these improvements are within the public right of way.



*Fig.3. New alley improvements will create better pedestrian connectivity*

### ***Private Investment Opportunity***

The alley projects present a significant private investment opportunity. Particularly the northern alley, shown in Figure 4. Plantings and lighting on private property, adjacent to the improvements, could be done by the owners. In addition, the trash dumpsters that are on private property could be screened, and planting improvements could be made to enhance the efforts of the Town.



*Fig.4. Northern alley project*

### ***Project B: East End Triangle***

This project, at the gateway to the east end of the Town, is in the vicinity of the landmark Mom's Apple Pie. As illustrated in Figure 5, this project entails the removal of a power pole from the roadway and the relocation of the power



lines associated with it, the creation of a seating area, ornamental landscaping, the addition of approximately four street trees, and the potential for a future entry feature. This project encompasses the “tip” of the triangle only. Sidewalk improvements west on Loudoun and Market Street are contained in “*Project I*,” and is discussed on page 11.



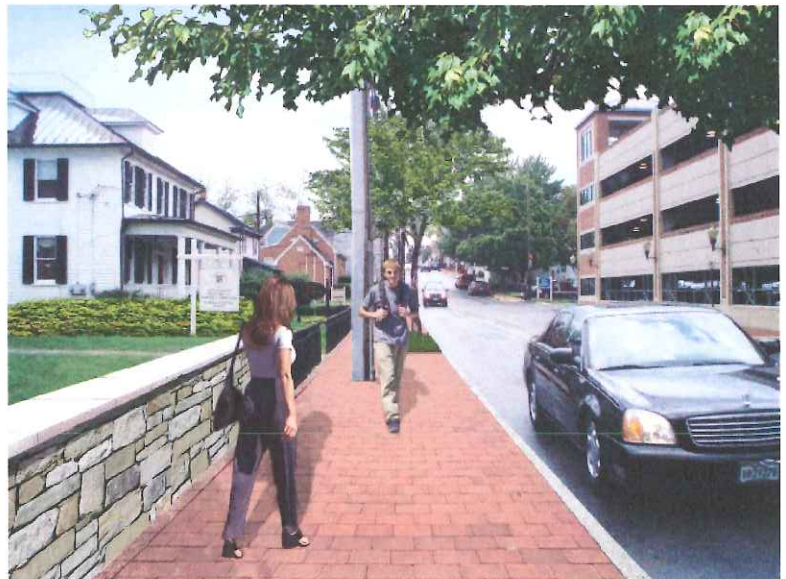
*Fig.5. East End Triangle Improvements*

### ***Private Investment Opportunity***

The owners of the Mom’s Apple Pie site, the George C. Marshal Trust, could enhance this project through upgrades of the parking lot area, striping, and additional landscaping.

### ***Project C: Loudoun Street East***

This project as shown in Figure 6 entails a widening of the sidewalk along the south side of Loudoun Street and replacement of an existing wooden rail with a stone parapet wall by the storm drainage outfall. This project will improve the environment for the pedestrian that currently exists at the mid-block crossing from Market Station to the County Government Center. Approximately 13 new street trees, including two that were removed from the existing sidewalk, as well as lighting, will be added.



*Fig 6. A new wall at the Market Station culvert, as well as widened sidewalks, is the feature of this improvement*



***Private Investment Opportunity***

The owners of Market Station could enhance this project by investing in improvements to the open concrete channel through their property. A pedestrian friendly environment or a park like setting could be created with channel improvements and additional landscaping. Travelling west up Loudoun Street, private property owners in this area have the opportunity through their building's setbacks from the street to add landscaping as well. For those properties that do not have those setbacks, planters and other enhancements could be added.

***Project D: King Street: Royal to Town Branch***

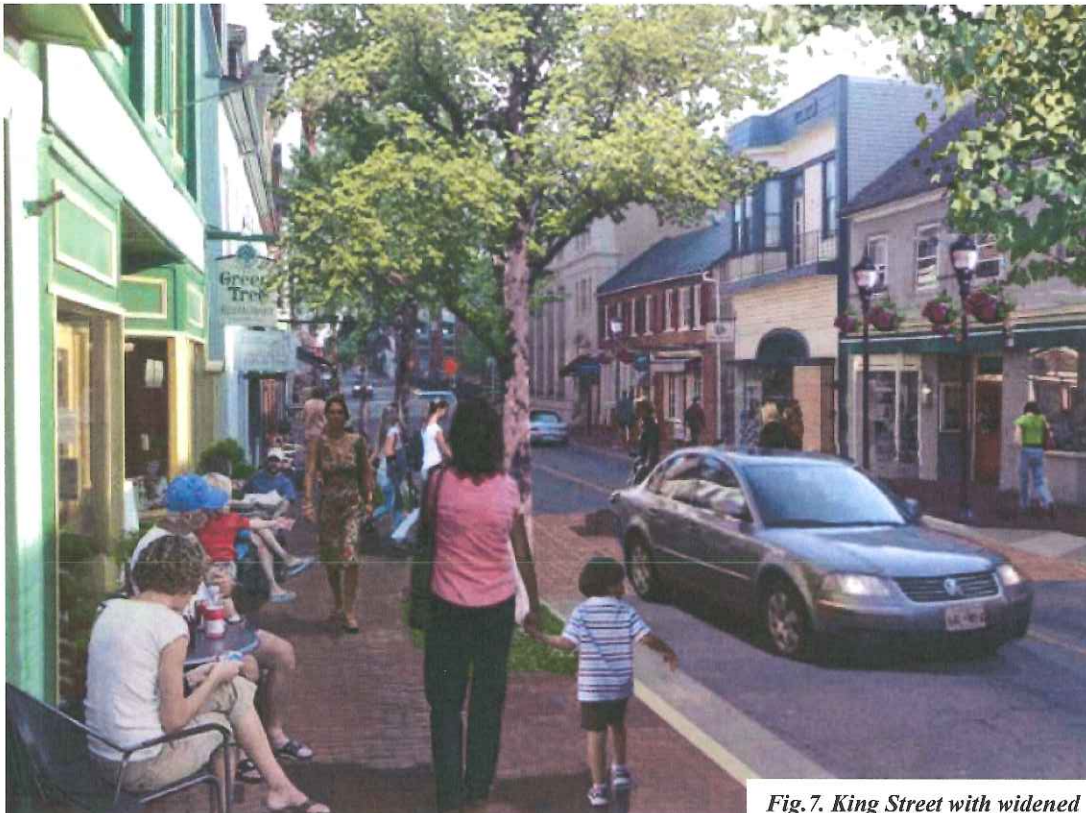
This project proposes to widen sidewalks on both sides of the street by eliminating eight on-street parking spaces. The addition of approximately 19 street trees is proposed as well.

***Project E: King Street: Loudoun to Royal***

This project proposes to widen both sides of King Street, add approximately three street trees, streetlights, and improve pedestrian crossings.

***Project F: King Street: Market to Loudoun***

While various options have been discussed with regard to this section of King Street, it is the conclusion of staff and our consultant that if the Council directs that parking is to be removed on King Street, our recommendation is to widen the sidewalk on one side of the street to



***Fig.7. King Street with widened sidewalks and street trees on one side***

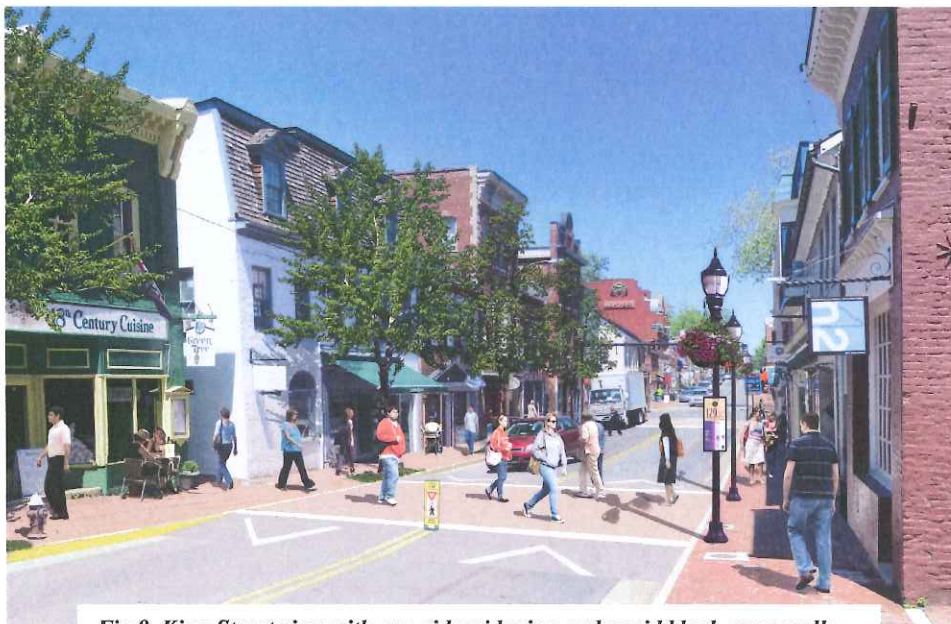


approximately 11 feet, add approximately seven street trees and lighting to one side, and add street lights and planter amenities with a new curb line to the east side of the street (Figure 7). A total of 12 on-street parking spaces and one loading zone would be eliminated in this proposal.

There has been a lot of discussion on whether or not street trees are viable in this area. It is staff's professional opinion that the only way trees can be viable in a harsh urban environment is to give the trees the room they need within the one-side sidewalk widening option. An attempt to provide street trees on the east side as well, with only about nine feet of width on the sidewalk is not the most conducive environment for street tree viability, as well as concerns for ADA compatibility on the sidewalks. The street trees on this portion of King Street will be tall enough for pedestrians and motorists to see retail signage beneath the trees, as well.

King Street south of Loudoun, however, is more conducive to street trees on both sides. This is because the buildings are set back further back from the street, and the tree species will be smaller.

It should be pointed out that some stakeholders have questioned the need for trees at all, combined with the equity of only providing them on one side. This issue has been addressed by



*Fig.8. King Street view with one-side widening and a mid block cross walk*

professionals in the field of urban forestry, including the Town Urban Forester, and it has been submitted that trees have a value far greater than their obvious positions on the street. Staff believes that any benefit derived from street trees will be shared by both sides of the street, regardless of the symmetry of their location on one side

or another. In addition, there is no appreciable evidence that the addition of street trees, located properly, will have a negative impact on the viability of retail along the street.

All of this, of course, is incumbent upon the removal of on-street parking. In this recommended scenario, all parking will be removed along the street, with patrons being directed to the underutilized Town parking garage, which is a comfortable distance from the retail establishments. Combined with the alley enhancements and a proposed mid-block raised crosswalk, staff believes that if the Council directs that parking may be removed, the retail environment of the street will be enhanced.

With respect to the aforementioned raised mid-block crosswalk, it is proposed to be located in the vicinity of the first alley. It will be 20-feet wide, and will serve as notice that King Street is pedestrian friendly with the emphasis being taken off of the automobile in the area. It will be signed and well lit. An original proposal showed two crosswalks, but it has been determined that given the length of the block, two raised crosswalks would be counterproductive, and that one crosswalk is a more viable alternative.

In addition to the pedestrian friendly environs of the proposal, the crosswalks at King and Market and King and Loudoun will be widened toward the intersections with a change in material that will identify it as an area for pedestrians. Due to engineering issues, such as drainage, the crosswalks will not be raised.

***Project G: King Street: Cornwall to Market***

This project entails the removal of five on-street parking spaces and the widening of the sidewalk on the west side of King Street, approximately half-way down the block to Cornwall where on-street parking will resume. Seven spaces will remain, as well as a loading zone. Approximately four street trees and street lighting will be added. Crosswalks will be enhanced, as well.

***Project H: King Street: North to Cornwall***

This project entails the rebuilding of curbs on both sides, rebuilding and re-grading the street, installation of brick sidewalks and improved pedestrian crossings.

***Project I: East End Streets***

This project is the additional project referred to with Project B, East End triangle. This will enhance the East End triangle project by installing curb and gutters and brick sidewalks along both sides of Loudoun Street and the south side of Market Street, as well as adding brick sidewalks and approximately nine street trees up to the Triangle. Six parking spaces will be removed on the north side of Loudoun Street to accomplish this project. All spaces will remain on the south side of Loudoun Street.

***Private Investment Opportunity***

A site plan has been submitted for a property on Market Street, near the Bannister building, that has a missing link of sidewalk. This sidewalk will be required through approval of a private development site plan in the form of frontage improvements if the site plan is approved.

***Project J: Loudoun Street West***

Replace the concrete aprons with the Town's current brick band style of apron and improve pedestrian crossings. Two parking spaces will be removed to create more loading zones for King Street.



***Project K: Loudoun and Harrison intersection***

This intersection, adjacent to Market Station and the currently under construction Leesburg Central building will replace concrete sidewalks with brick, and improve pedestrian crossings. It is proposed to narrow the Harrison Street intersection, eliminating the large right turn area onto Loudoun Street. Landscaping and approximately four street trees will be added. In addition, markings will be added to Harrison Street to notify motorists to share the road with bicyclists.

***Private Investment Opportunity***

The developers of the Leesburg Central project could assist with the plantings and trees at the corner, since their development will benefit directly. There is currently a zoning amendment being processed for this site which provides an opportunity to request such contributions in the form of frontage improvements.

***Project L: Church Street South***

This project will replace curb and gutter along both sides of Church Street, install brick sidewalks on the west side and improve pedestrian crossings. Funding of this particular project is being coordinated with the Downtown Improvement Project.

This project will continue down towards the Town Branch termination of Church Street.

***Private Investment Opportunity***

The Waterford King Street development has shown significant improvements at the end of Church Street including the creation of the Chuck Jones Plaza and a “river walk” feature along the back side of their project. It is unclear, however, when a development plan will be submitted. There is an approved Special Exception and Board of Architectural Review approval of building elevations, but no Site Plan has been submitted to date.

***Project M: Liberty Street South***

Install curb and gutter and brick sidewalk where none exist, improve pedestrian crossings and add approximately seven street trees.

***Project N: Liberty Street North***

Install curb and gutter and install brick sidewalk on both sides of the street and improve pedestrian crossings.

***Project O: Market Street (Liberty Street to Church Street)***

Replace the concrete driveway aprons with our current brick band style of apron and improve pedestrian crossings.

***Project P: Church Street North***

Re-grade and rebuild north half of the street. Also included is the installation of new curb and gutter and brick sidewalks, as well as improved pedestrian crossings and the addition of approximately 10 street trees.

***Private Investment Opportunity***

The potential exists for this entire project to be funded through the redevelopment of the Loudoun Times Mirror site in the form of required frontage improvements. Although progress has been shown for a current redevelopment proposal, no timetable for a submittal has been established.

***Project Q: Pedestrian Walkway from King Street to Church Street***

Generally located in the vicinity of the current parking entrance to the Loudoun Times Mirror site from King Street, this project proposes a pedestrian walkway through the Times Mirror site, ending at Church Street.

***Private Investment Opportunity***

This entire project is on private property. Staff has spoken with the owners of the Loudoun Times Mirror site, and they have stated that they would cooperate with trying to accommodate this goal through development of their plans for redevelopment. No time frame has been established to date.

***Project R: Royal Street West***

Install new curb and gutter and brick sidewalk along both sides of street and improve pedestrian crossings. Approximately eight street trees will be added as well.

***Project S: Royal Street East***

Install new curb and gutter where necessary and install new brick sidewalk on both sides of street, improve pedestrian crossings and add approximately seven street trees.

***Project T: Wirt Street (Royal Street to South Street)***

Install new curb and gutter and brick sidewalks on west side of street, improve access and drainage for Town owned Liberty Street lot. Approximately five street trees will be added as well.

***Project U: Church Street at Town Branch***

Improve vehicular circulation at the terminus of Church Street, and connect pedestrians to Town Branch and W&OD Trail.

***Private Investment Opportunity***

This area is included in the Waterford Development King Street project. If that development proceeds, this improvement is proposed to be built by Waterford.

***Project V: South Street East***

Install curb and gutter where absent, install new brick sidewalk, and improve pedestrian crossings.

***Project W: South Street West (at Georgetown Park)***

Install curb and gutter where absent, improve drainage, improve pedestrian crossings, and add approximately five street trees.

***Private Investment Opportunity***

New developments in the area could provide this improvement as part of frontage improvements.

***Project X: Georgetown Park***

Install shelter for bicyclists on the south side of Town Branch; improve amenities and landscaping in George Town Park. The addition of three specimen trees has been proposed as well.

This project was notable in that stakeholders in the third meeting were unanimous in that the money being allocated for this project would be better spent on other areas. Suggestions have been made that Raflo Park and Harrison Street could be utilized for the accommodation of bicyclists.

**Summary:**

As the attached budget documents indicate, projects A through Q total approximately \$4,524,106. These are the projects that comprise the initial investment that the Town Council has appropriated for the downtown improvements through the Capital Improvement Plan. As such, projects P through X comprise an additional \$2,203,720, for a total of \$6,727,826.

It should be noted that these are the best budget estimates to date, and that things may vary as the projects proceed. Many things may unfold as you dig into 250 year old streets, and construction costs may change. Therefore, it should be noted that a potential exists for projects M through Q, which are included in the first investment may fall below the line if conditions warrant. Conversely, if conditions are right, budget estimates turn out to be conservative, efficiencies are maintained and construction costs remain low, projects below the line may move up into the initial investment arena. Please note that a 10% contingency for each item has been allotted for this reason.



At this point, maintenance of street trees needs to be addressed. All of the street trees that are being added to this plan will have a maintenance cost in order to foster proper growth and health. That cost, according to the Town's Urban Forester will be approximately \$130 per tree, per year. The trees will be in a harsh urban environment, and their survivability depends heavily on proper maintenance.

**Recommendations:**

The budget document that has been referenced is in a hierarchy of recommended priorities, and should be considered the design and implementation strategy. It is recommended that the first projects to proceed in the first year should be Project A, B and C. This is a unanimous recommendation by the staff team working on the Downtown Improvement Project and the consultants.

By proceeding with these projects first, the Town can get high value and high visibility projects completed first. The East End Triangle (Project B) fits neatly within this framework. It was also extremely high on the list of the stakeholders as a key first project.

Staff believes that Project A (alley) and Project C (Loudoun Street East) are good projects to start with as well because they will function as a back-drop and framing of the next set of improvements proposed, which is King Street. Additional time will be needed to prepare the King Street projects in the form of business outreach and construction staging, in order to ensure completion of King Street in a timely manner. Staff, as well as our consultant, is keenly aware that businesses must remain open during construction, and plans for accommodation of the businesses must be in place. The alley project will provide a much welcome gateway to the completed King Street projects, as well.

As such, Staff encourages Town Council to endorse projects A, B and C. To do so would mean that these projects can proceed to design and anticipated construction in 2011.

Staff is excited at the prospects of beginning this project. Much effort has been into this project, and we believe that the projects and their hierarchy outlined here will get us to the culmination of efforts started numerous years ago.

**Attachments:**

1. DRAFT Order of Magnitude Construction Cost Estimate
2. Key Map of Improvements
3. Overall Improvements Map
4. King Street and Alley Improvement Graphic

# DRAFT Order of Magnitude Construction Cost Estimate

2010.07.06

Note: All Streetlights are to be funded separately

Total Costs, Per Improvement Project		
Item	Cost	Total
A Alley Improvements	\$395,396	
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<b>Sub Total</b>		<b>\$4,524,106</b>
P Church Street North	\$240,033	
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R Royal Street West	\$421,190	
S Royal Street East	\$265,071	
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<b>Sub Total</b>		<b>\$2,203,720</b>
<b>Total, All Projects</b>		<b>\$6,727,826</b>

<b>Total Revenue</b> (CIP items for Church & Downtown Improvements)	<b>\$5,300,000</b>
Implementation Strategy	-\$150,000
Design Budget, +/-	-\$500,000
<b>Approximate Currently Available Construction Funds</b>	<b>\$4,650,000</b>

**A Alley Improvements: Provide additional lighting, signage, pedestrian paving improvements, and ornamental plantings on public property.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Demolition: Curbs	In front of the Garage, and other misc. locations	480	LF	\$6	\$2,880
Demolition: Pavement	Entire Alley, public property	8,850	SF	\$1.20	\$10,620
Curb & Gutter	In front of the Garage, and other misc. locations	480	LF	\$25	\$12,000
Relocate Drainage Structures	To accommodate speed tables	2	EA	\$5,000	\$10,000
Manholes		2	EA	\$5,000	\$10,000
Adjust / Reset Utilities		5	EA	\$400	\$2,000
Relocate Utility Poles		3	EA	\$20,000	\$60,000
Roadway Milling / Adjustment / Overlay	Entire Alley, public property	983	SY	\$20	\$19,667
Dumpster Enclosures		2	EA	\$20,000	\$40,000
Raised Cross-Walk	At each Garage Entrance, 20' width	2	EA	\$15,000	\$30,000
Striping Allowance		1	LS	\$5,000	\$5,000
Erosion & Sedimentation Control Allowance		1	LS	\$5,000	\$5,000
Street Trees		7	EA	\$700	\$4,900
Groundcovers / Vines		2,500	EA	\$6	\$15,000
Greenscreen at Garage Entries	Structure to support ornamental vines	1,200	SF	\$50	\$60,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	2	EA	\$0	\$0
Tivoli Lights in Alley Muses		2	EA	\$5,000	\$10,000
					<b>\$297,067</b>
10% Traffic Management Allowance					\$29,707
					<b>\$326,773</b>
10% Traffic Mobilization Allowance					\$32,677
					<b>\$359,451</b>
10% Contingency					\$35,945
<b>Total</b>					<b>\$395,396</b>



**B East End Triangle:** Remove power pole & relocate utilities, create seating area, ornamental landscape, and entry feature.

Item	Notes	Qty	Unit	Unit Cost	Cost
Curb & Gutter	Around the new Entrance Feature	250	LF	\$25	\$6,250
Roadway Milling / Adjustment / Overlay	Adjacent to new Curb & Gutter	417	SY	\$20	\$8,333
Brick Sidewalk: 5' Wide	On West side of Entrance Feature (adjacent to MAP)	200	SF	\$16	\$3,200
Street Trees		4	EA	\$700	\$2,800
Striping Allowance		1	LS	\$5,000	\$5,000
Erosion & Sedimentation Control Allowance		1	LS	\$5,000	\$5,000
Stone Wall & Seating Area		120	LF	\$500	\$60,000
Groundcovers		1200	EA	\$6	\$7,200
Relocated Power Pole		1	LS	\$220,000	\$220,000
				<b>\$317,783</b>	
10% Traffic Management Allowance				\$31,778	
				<b>\$349,562</b>	
10% Traffic Mobilization Allowance				\$34,956	
				<b>\$384,518</b>	
10% Contingency				\$38,452	
<b>Total</b>					<b>\$422,970</b>

C Loudoun Street East: Widen southern sidewalk, improve parapet wall at culvert, and improve pedestrian realm at mid-block crossing.				
Item		Qty	Unit	Cost
Demolition: Existing Curb	South side between Church & Harrison Streets	310 LF	\$6	\$1,860
Demolition: Existing Sidewalk	South side between Church & Harrison Streets	1,550 SF	\$1.20	\$1,860
Curb & Gutter	South side between Church & Harrison; plus service area	430 LF	\$25	\$10,750
Brick Sidewalk: 7' width	South side between Church & Harrison; plus service area	2,590 SF	\$16	\$41,440
Pavement Reconstruction Allowance		1 LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	South side between Church & Harrison Streets	658 SY	\$20	\$13,156
Adjust / Reset Utilities		9 EA	\$400	\$3,600
Relocate Drainage Structures		1 LS	\$5,000	\$5,000
Mid-Block Crossing, Epoxy Print, 20' Wide		1 LS	\$10,000	\$10,000
Striping Allowance		1 LS	\$5,000	\$5,000
Crosswalks, Epoxy Print, 20' Width	At King Street Intersection	1 LS	\$10,000	\$10,000
Crosswalks, Standard Street Print, 10' Width	At Church Street Intersection, east-west crossings	2 EA	\$2,500	\$5,000
Stone Wall for Drainage-Way		35 LF	\$300	\$10,500
Brick Apron: Residential		7 EA	\$2,500	\$17,500
Brick Apron: Commercial		3 EA	\$4,000	\$12,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	8 EA	\$0	\$0
Street Trees		13 EA	\$700	\$9,100
10% SWM & ESC Allowance				\$176,766
10% Traffic Management Allowance				\$17,677
10% Traffic Mobilization Allowance				\$194,442
				\$19,444
				\$213,886
				\$21,389
				\$235,275
10% Contingency				\$23,527
<b>Total</b>				<b>\$258,802</b>

**D King Street - Royal Street to Town Branch: Widen both sides of King Street, add street trees, and improve pedestrian crossings.**

Item	Notes	Qty Unit	Unit Cost	Cost
Demolition: Existing Curb	Both sides of street	927 LF	\$6	\$5,562
Demolition: Existing Curb	Both sides of bridge	250 LF	\$6	\$1,500
Demolition: Existing Sidewalk	Both sides of street	5,562 SF	\$1.20	\$6,674
Demolition: Existing Sidewalk	Both sides of bridge	1,500 SF	\$1.20	\$1,800
Adjust/Reset Utilities		14 EA	\$400	\$5,600
Relocate Drainage Structures		4 EA	\$6,500	\$26,000
Curb & Gutter	Both sides of street	927 LF	\$25	\$23,175
Curb & Gutter	Both sides of bridge	250 LF	\$25	\$6,250
Roadway Milling / Adjustment / Overlay	Entire street width	1,811 SY	\$20	\$36,227
Pavement Reconstruction Allowance		1 LS	\$20,000	\$20,000
Brick Sidewalk: 9' Wide, Each Side	Both sides of street	8,343 SF	\$16	\$133,488
Brick Sidewalk: 6' Wide, Each Side	Both sides of bridge	1,500 SF	\$16	\$24,000
Brick Apron: Residential		2 EA	\$2,500	\$5,000
Brick Apron: Commercial		5 EA	\$4,000	\$20,000
Striping Allowance		1 LS	\$5,000	\$5,000
Crosswalks, Epoxy Print, 20' Width	Three at George Town Park, one at King & Royal	4 EA	\$10,000	\$40,000
Signal Loop Wiring	At King & Royal Intersection	1 EA	\$2,500	\$2,500
Erosion & Sedimentation Control		1 LS	\$5,000	\$5,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	5 EA	\$0	\$0
Lights	Street lighting improvements by private development	2 EA	\$0	\$0
Street Trees		19 EA	\$700	\$13,300
Site Furnishings		20 EA	\$1,500	\$30,000
Groundcovers		1,200 EA	\$5	\$6,000
			<b>\$417,076</b>	
10% Traffic Management Allowance				\$41,708
				<b>\$458,784</b>
10% Traffic Mobilization Allowance				\$45,878
				<b>\$504,662</b>
10% Contingency				\$50,466
<b>Total</b>				<b>\$555,128</b>

E King Street - Loudoun to Royal Streets: Widen west side of King Street, add street trees, and improve pedestrian crossings.				
Item	Notes	Qty	Unit	Cost
Demolition: Existing Curb	Both sides of street	454 LF	\$6	\$2,724
Demolition: Existing Sidewalk	West side of street	1,816 SF	\$1.20	\$2,179
Adjust/Reset Utilities		6 EA	\$400	\$2,400
Curb & Gutter	Both sides of street	454 LF	\$25	\$11,350
Pavement Reconstruction Allowance		1 LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	Entire street width	656 SY	\$20	\$13,116
Brick Sidewalk: 10' Wide	West side of street	2,270 SF	\$16	\$36,320
Brick Sidewalk: 8' Wide	East side of street (replace existing sidewalk width)	1,816 SF	\$16	\$29,056
Brick Apron: Residential	West side of street	5 EA	\$2,500	\$12,500
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	3 EA	\$0	\$0
Striping Allowance		1 LS	\$5,000	\$5,000
Crosswalks, Epoxy Print, 20' Width	One each at King & Royal and King & Loudoun	2 EA	\$10,000	\$20,000
Signal Loop Wiring	1 of 4, each intersection	2 EA	\$2,500	\$5,000
Street Trees		3 EA	\$700	\$2,100
Site Furnishings		15 EA	\$1,000	\$15,000
Groundcovers		200 EA	\$6	\$1,200
			<b>\$177,945</b>	
20% Traffic Management Allowance				\$17,794
			<b>\$195,739</b>	
10% Traffic Mobilization Allowance				\$39,148
			<b>\$234,887</b>	
10% Contingency				\$23,489
<b>Total</b>				<b>\$258,376</b>

**F King Street - Market to Loudoun Streets: Widen west side of King Street, add street trees, and improve pedestrian realm & crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Demolition: Existing Curb	Both sides of street	872	LF	\$6	\$5,232
Demolition: Existing Sidewalk	Both sides of street	6,976	SF	\$1.20	\$8,371
Adjust/Reset Utilities		20	EA	\$400	\$8,000
Relocate Existing Drainage Structures		2	EA	\$5,000	\$10,000
Curb & Gutter		872	LF	\$25	\$21,800
Pavement Reconstruction Allowance		1	LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	Entire street width	1,260	SY	\$20	\$25,191
Brick Sidewalk: 10' Wide	West side of street	4,360	SF	\$16	\$69,760
Brick Sidewalk: 8' Wide	East side of street (replace existing sidewalk width)	3,488	SF	\$16	\$55,808
Brick Apron: Commercial		1	EA	\$4,000	\$4,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	10	EA	\$0	\$0
Striping Allowance		1	LS	\$5,000	\$5,000
Refurbish Paint for Traffic Signal		1	LS	\$10,000	\$10,000
Mid-Block Crossing, Epoxy Surface		1	EA	\$20,000	\$20,000
New Manhole Location	Raised cross-walk, 20' width	1	EA	\$3,000	\$3,000
New Curb Inlet Structures		2	EA	\$3,000	\$6,000
Relocate Existing Waterline		1	LS	\$5,000	\$5,000
Relocate Gas Line		1	LS	\$0	\$0
Connection to Existing Manhole	No cost - gas line in Town RoW by permit	1	LS	\$2,000	\$2,000
New Storm Drain Pipe		50	LF	\$100	\$5,000
New Waterline Connections		1	LS	\$3,000	\$3,000
Below Grade Utility Adjustment Allowance	Resolve potential utility connection issues (eg Sanitary Sewer Lines)	1	LS	\$20,000	\$20,000
Crosswalks, Epoxy Print, 20' Width	One each at King & Market and King & Loudoun	2	EA	\$10,000	\$20,000
Signal Loop Wiring		2	EA	\$2,500	\$5,000
Erosion & Sedimentation Control	1 of 4, each intersection	1	LS	\$5,000	\$5,000
SilvaCell System for Street Trees		1	LS	\$60,000	\$60,000
Street Trees	Excavation, backfill, and installation of system to support root growth	7	EA	\$700	\$4,900
Site Furnishings		40	EA	\$1,000	\$40,000
Decorative Features		10	EA	\$500	\$5,000
Decorative Paving Allowance		700	SF	\$50	\$35,000
Groundcovers		500	SY	\$6	\$3,000
				<b>\$485,062</b>	
20% Traffic Management Allowance				\$97,012	
				<b>\$582,075</b>	
10% Traffic Mobilization Allowance				\$58,207	
				<b>\$640,282</b>	
10% Contingency				\$64,028	
<b>Total</b>				<b>\$704,310</b>	



G King Street - Cornwall to Market Streets: Widen west side of King Street, add street trees, and improve pedestrian realm & crossings.				
Item	Notes	Qty	Unit	Unit Cost Cost
Demolition: Existing Curb	Both sides of street	876	LF	\$6 \$5,256
Demolition: Existing Sidewalk	South half of both sides of street	3,504	SF	\$1.20 \$4,205
Adjust/Reset: Utilities		18	EA	\$400 \$7,200
Curb & Gutter		876	LF	\$25 \$21,900
Pavement Reconstruction Allowance		1	LS	\$20,000 \$20,000
Roadway Milling / Adjustment / Overlay	Entire street width	1,265	SY	\$20 \$25,307
Brick Sidewalk: 10' Wide	South half of West side of street	2,190	SF	\$16 \$35,040
Brick Sidewalk: 8' Wide	South half of East side of street (replace existing sidewalk width)	1,752	SF	\$16 \$28,032
Brick Apron: Residential		2	EA	\$2,500 \$5,000
Crosswalks, Epoxy Print, 10' Width	One at King & Cornwall	1	EA	\$5,000 \$5,000
Crosswalks, Epoxy Print, 20' Width	One at King & Market	1	EA	\$10,000 \$10,000
Signal Loop Wiring	1 of 4 at King & Market	1	EA	\$2,500 \$2,500
Erosion & Sedimentation Control Allowance		1	LS	\$5,000 \$5,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	5	EA	\$0 \$0
SilvaCell System for Street Trees	Excavation, backfill, and installation of system to support root growth	1	LS	\$30,000 \$30,000
Street Trees		4	EA	\$700 \$2,800
Site Furnishings		20	EA	\$1,000 \$20,000
				\$227,239
10% Traffic Management Allowance				\$22,724
				\$249,963
10% Traffic Mobilization Allowance				\$24,996
				\$274,960
10% Contingency				\$27,496
Total				\$302,456

# **H King Street - North to Cornwall Streets: Rebuild curbs, rebuild and re-grade street, install brick sidewalks, and improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Demolition: Existing Curb	Both sides of street	460	LF	\$6	\$2,760
Demolition: Existing Sidewalk	South half of West side of street	3,680	SF	\$1.20	\$4,416
Adjust/Reset Utilities		6	EA	\$400	\$2,400
Curb & Gutter	Both sides of street	460	LF	\$25	\$11,500
Remove Ex. Pavement	60% of entire street	917	SY	\$10	\$9,170
Fill Material	60% of entire street	700	CY	\$20	\$14,000
Full Depth Pavement	60% of entire street	917	SY	\$60	\$55,020
Pavement Reconstruction Allowance		1	LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	40% of entire street	337	SY	\$20	\$6,747
Brick Sidewalk: 5' Wide	South half of West side of street	1,150	SF	\$16	\$18,400
Brick Apron: Residential		3	EA	\$2,500	\$7,500
Crosswalks, Epoxy Print, 10' Width	Four at King & North, three at King & Cornwall	7	EA	\$5,000	\$35,000
Erosion & Sedimentation Control Allowance		1	LS	\$5,000	\$5,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	3	EA	\$0	\$0
10% Traffic Management Allowance					<b>\$191,913</b>
					\$19,191
					<b>\$211,104</b>
10% Traffic Mobilization Allowance					\$21,110
					<b>\$232,214</b>
10% Contingency					\$23,221
<b>Total</b>					<b>\$255,436</b>

**I East End Streets: Install curbs & gutters and brick sidewalk on both sides of Loudoun and the south side of Market; add brick sidewalks around the triangle.**

<b>Item</b>	<b>Notes</b>	<b>Qty</b>	<b>Unit</b>	<b>Unit Cost</b>	<b>Cost</b>
Demolition: Existing Curb	South side of Loudoun Street	475	LF	\$6	\$2,850
Demolition: Existing Sidewalk	South side of Loudoun Street	2,375	SF	\$1.20	\$2,850
Adjust/Reset Utilities	5 EA			\$400	\$2,000
Curb & Gutter	South side of Loudoun Street, Eastern portion of the north side of Loudoun Street, Eastern portion of the south side of Market Street, Internal curbing for area around MAP	830	LF	\$25	\$20,750
Pavement Reconstruction Allowance		2	EA	\$20,000	\$40,000
Roadway Milling / Adjustment / Overlay	Lane width, adjacent to new curbing	1,014	SY	\$20	\$20,289
Brick Sidewalk: 5' Wide	South side of Loudoun Street, Eastern portion of the north side of Loudoun Street, Eastern portion of the south side of Market Street, Internal sidewalk for transit west of MAP	3,250	SF	\$16	\$52,000
Brick Apron: Commercial		5	EA	\$4,000	\$20,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	12	EA	\$0	\$0
Lights	Street lighting improvements by private development	5	EA	\$0	\$0
Street Trees		9	EA	\$700	\$6,300
Striping Allowance		2	EA	\$5,000	\$10,000
Erosion & Sedimentation Control Allowance		2	EA	\$5,000	\$10,000
Groundcovers		1,200	EA	\$6	\$7,200
Lawn: sodded		360	SY	\$4	\$1,440
10% Traffic Management Allowance					<b>\$195,679</b>
					\$19,568
10% Traffic Mobilization Allowance					<b>\$215,247</b>
					\$21,525
10% Contingency					<b>\$236,771</b>
					\$23,677
<b>Total</b>					<b>\$260,449</b>

J Loudoun Street West: Replace concrete aprons with brick and improve pedestrian crossings.				
Item	Notes	Qty	Unit	Unit Cost Cost
Brick Apron: Residential		4	EA	\$2,500 \$10,000
Brick Apron: Commercial		4	EA	\$4,000 \$16,000
	Street lighting improvements shall be funded through grant monies previously awarded to the town			
Lights		8	EA	\$0 \$0
Future Mid-Block Crossing		0	EA	\$0 \$0
Striping Allowance		2	EA	\$5,000 \$10,000
Crosswalks, Epoxy Print, 20' Width	At King Street Intersection	1	EA	\$10,000 \$10,000
Crosswalks, Standard Street Print, 10' Width	Four at Loudoun & Wirt, One at Loudoun & Liberty	5	EA	\$2,500 \$12,500
				<b>\$58,500</b>
10% SWM & ESC Allowance				\$5,850
10% Traffic Management Allowance				<b>\$64,350</b>
				\$6,435
10% Traffic Mobilization Allowance				<b>\$70,785</b>
				\$7,079
10% Contingency				<b>\$77,864</b>
				\$7,786
<b>Total</b>				<b>\$85,650</b>

<b>K Loudoun &amp; Harrison Street Intersection: Replace concrete sidewalk with brick, and improve pedestrian realm and crossings at intersection.</b>				
<b>Item</b>	<b>Notes</b>	<b>Qty</b>	<b>Unit</b>	<b>Cost</b>
Demolition: Existing Curb		460	LF	\$6 \$2,760
Demolition: Existing Sidewalk	South side of Loudoun from Market from mid-block crossing to opposite gas station entrance, incl. 70' on both sides of Harrison Street	2,300	SF	\$1.20 \$2,760
Curb & Gutter	South side of Loudoun from Market from mid-block crossing to opposite gas station entrance, incl. 70' on both sides of Harrison Street	460	LF	\$25 \$11,500
New Curb Ramps		5	EA	\$1,000 \$5,000
Brick Sidewalk	Behind new curbs, and new pedestrian areas at corners	3,095	SF	\$16 \$49,520
Pavement Reconstruction Allowance		1	LS	\$10,000 \$10,000
Roadway Milling / Adjustment / Overlay	Lane width, adjacent to new curbing	767	SY	\$20 \$15,333
Adjust / Reset Utilities		2	EA	\$400 \$800
Traffic Signal	To be funded seperately in future	1	LS	\$0 \$0
Relocate Drainage Structures		1	EA	\$5,000 \$5,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	6	EA	\$0 \$0
Furnishings		4	EA	\$4,000 \$16,000
Crosswalks, Standard Street Print, 10' Width	Two at Loudoun & Harrison (north), one at Loudoun & Harrsion (south)	3	EA	\$2,500 \$7,500
Striping Allowance	To include markings on Harrison Street for road-sharing with bicyclists	1	LS	\$10,000 \$10,000
Street Trees		4	EA	\$700 \$2,800
10% SWM & ESC Allowance				<b>\$138,973</b>
				\$13,897
10% Traffic Management Allowance				<b>\$152,871</b>
				\$15,287
10% Traffic Mobilization Allowance				<b>\$168,158</b>
				\$16,816
10% Contingency				<b>\$184,974</b>
				\$18,497
<b>Total</b>				<b>\$203,471</b>



L Church Street South: Replace curb & gutter along both sides of Church, install brick sidewalk on west side, improve pedestrian crossings.				
Item	Notes	Qty	Unit	Cost
Demolition: Existing Curb	Both sides of Church street	495 LF	\$6	\$2,970
Demolition: Existing Sidewalk	Both sides of Church street; inconsistent materials	5,800 SF	\$1.20	\$6,960
Curb & Gutter	Both sides of Church street	1,270 LF	\$25	\$31,750
Brick Sidewalk: 4' Wide	West side of Church street only	2,580 SF	\$16	\$41,280
Adjust/Reset Utilities		18 EA	\$400	\$7,200
Relocate Drainage Structures		1 EA	\$5,000	\$5,000
Brick Apron: Residential		5 EA	\$2,500	\$12,500
Brick Apron: Commercial		4 EA	\$4,000	\$16,000
New Drainage Structures		2 EA	\$5,000	\$10,000
Pavement Reconstruction Allowance		1 LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	Entire width from Loudoun to south end of Church St	2,250 SY	\$20	\$45,000
Striping Allowance		1 LS	\$5,000	\$5,000
Crosswalks, Standard Street Print, 10' Width	One at Church & Loudoun Streets, two at Church & Royal	5 EA	\$2,500	\$12,500
Street Trees on Private Property	Streets, two at Church & South Streets	4 EA	\$700	\$2,800
				<b>\$218,960</b>
10% SWM & ESC Allowance				\$21,896
				<b>\$240,856</b>
10% Traffic Management Allowance				\$24,086
				<b>\$264,942</b>
10% Traffic Mobilization Allowance				\$26,494
				<b>\$291,436</b>
10% Contingency				\$29,144
				<b>\$320,579</b>
<b>Total</b>				<b>\$320,579</b>

**M Liberty Street South: Install curb & gutter and brick sidewalk where none exist, and improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Adjust/Reset Utilities		5	EA	\$400	\$2,000
Curb & Gutter	East side of Liberty, no existing curb	235	LF	\$25	\$5,875
Brick Sidewalk: 4' Wide	East side of Liberty, no existing sidewalk	940	SF	\$16	\$15,040
Brick Apron: Residential		1	EA	\$2,500	\$2,500
Brick Apron: Commercial		3	EA	\$4,000	\$12,000
Pavement Reconstruction Allowance		1	LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	Partial street north of Loudoun, entire street for Loudoun intersection and south to Parking Lot property line	452	SY	\$20	\$9,044
Striping Allowance		1	LS	\$5,000	\$5,000
Crosswalks, Standard Street Print, 10' Width	One at Liberty and Loudoun, two at Liberty & Royal	3	EA	\$2,500	\$7,500
Relocate Iron Fence	East side of Liberty north of Loudoun	1	LS	\$15,000	\$15,000
Street Trees		7	EA	\$700	\$4,900
				<b>\$98,859</b>	
10% SWM & ESC Allowance				\$9,886	
				<b>\$108,745</b>	
10% Traffic Management Allowance				\$10,875	
				<b>\$119,620</b>	
10% Traffic Mobilization Allowance				\$11,962	
				<b>\$131,582</b>	
10% Contingency				\$13,158	
<b>Total</b>				<b>\$144,740</b>	

**N Liberty Street North: Replace curb & gutter and install brick sidewalk on both sides of street, improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Demolition: Existing Curb	Both sides of street	870	LF	\$6	\$5,220
Demolition: Existing Sidewalk	Both sides of street	3,480	SF	\$1.20	\$4,176
Curb & Gutter (both sides)	Both sides of street	870	LF	\$25	\$21,750
Adjust/Reset Utilities		10	EA	\$400	\$4,000
Brick Sidewalk: 4' Wide	Both sides of street	3,480	SF	\$16	\$55,680
New Drainage Structures	Custom design to accommodate street condition	2	EA	\$10,000	\$20,000
Erosion & Sedimentation Control Allowance		1	LS	\$5,000	\$5,000
Pavement Reconstruction Allowance		1	LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	Entire width of street	870	SY	\$20	\$17,400
Striping Allowance		1	LS	\$5,000	\$5,000
Crosswalks, Standard Street Print, 10' Width	Three at Liberty & Loudoun, one at Liberty & Market	4	EA	\$2,500	\$10,000
Brick Apron: Residential		4	EA	\$2,500	\$10,000
					<b>\$178,226</b>
10% Traffic Management Allowance					\$17,823
					<b>\$196,049</b>
10% Traffic Mobilization Allowance					\$19,605
					<b>\$215,653</b>
10% Contingency					\$21,565
<b>Total</b>					<b>\$237,219</b>

**O Market Street: Convert concrete aprons to brick and improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Brick Apron: Residential		2	EA	\$2,500	\$5,000
Brick Apron: Commercial		8	EA	\$4,000	\$32,000
Future Mid Block Crossing		0	EA	\$0	\$0
Striping Allowance		2	EA	\$5,000	\$10,000
Crosswalks, Standard Street Print, 10' Width	Two at Market & Church, four at Market & Wirt, three at Market & Liberty	9	EA	\$2,500	\$22,500
Crosswalks, Epoxy Print, 20' Width	At King Street, both walks in north-south direction	2	EA	\$10,000	\$20,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	15	EA	\$0	\$0
10% Traffic Management Allowance					\$89,500
					\$8,950
10% Traffic Mobilization Allowance					\$98,450
					\$9,845
10% Contingency					\$108,295
					\$10,830
<b>Total</b>					<b>\$119,125</b>

**P Church Street North: Regrade and rebuild north half of street, install new curb & gutter and brick sidewalks, and improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Demolition: Existing Retaining Wall	North end, east side of street	112	LF	\$20	\$2,240
Demolition: Existing Curb	North end, both sides of street	220	LF	\$6	\$1,320
Demolition: Existing Sidewalk	North end, both sides of street	1,100	SF	\$1.20	\$1,320
Curb & Gutter	All of west side of street, north half of east side	650	LF	\$25	\$16,250
Brick Sidewalk: 4' width	All of west side of street, north half of east side	3,250	SF	\$16	\$52,000
Roadway Milling / Adjustment / Overlay	South half of west side of street	253	SY	\$20	\$5,056
Adjust/Reset Utilities		5	EA	\$400	\$2,000
Relocate Drainage Structures		1	EA	\$5,000	\$5,000
Lights		4	EA	\$0	\$0
Remove Ex. Pavement	Street lighting improvements by private development	600	SY	\$10	\$6,000
Fill Material	Rebuild north half of Church Street to improve grading	413	CY	\$20	\$8,260
Full Depth Pavement	Rebuild north half of Church Street to improve grading	600	SY	\$60	\$36,000
Mid-Block Crossings, Standard Street Print, 10' Width	Rebuild north half of Church Street to improve grading	1	EA	\$2,500	\$2,500
Striping Allowance	Connect Alley Walkway and Parking Garage	1	LS	\$5,000	\$5,000
Crosswalks, Standard Street Print, 10' Width		2	EA	\$2,500	\$5,000
Street Trees	One at Church & Loudoun, one at Church & Market	10	EA	\$700	\$7,000
Brick Apron: Residential		2	EA	\$2,500	\$5,000
Brick Apron: Commercial		1	EA	\$4,000	\$4,000
10% SWM & ESC Allowance				<b>\$163,946</b>	
				\$16,395	
10% Traffic Management Allowance				<b>\$180,340</b>	
				\$18,034	
10% Traffic Mobilization Allowance				<b>\$198,374</b>	
				\$19,837	
10% Contingency				<b>\$218,212</b>	
				\$21,821	
<b>Total</b>				<b>\$240,033</b>	



**Q Walkway from King to Church:** Provide improved pedestrian path from King Street east to the County parking garage.

Item	Notes	Qty	Unit	Unit Cost	Cost
Adjust/Reset Utilities		4	EA	\$400	\$1,600
Street Print		3,440	SF	\$3	\$10,320
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	4	EA	\$0	\$0
10% Traffic Mobilization Allowance					\$11,920
					\$1,192
10% Contingency					\$13,112
					\$1,311
Total					\$14,423

**R Royal Street West: Install new curb & gutter and brick sidewalk along both sides of street and improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Demolition: Existing Curb	Both sides of street	795	LF	\$6	\$4,770
Demolition: Existing Sidewalk	Both sides of street	3,030	SF	\$1.20	\$3,636
Curb & Gutter	Both sides of street	1,360	LF	\$25	\$34,000
Brick Sidewalk: 4' width	Both sides of street	5,440	SF	\$16	\$87,040
New Drainage Structures		4	EA	\$5,000	\$20,000
Roadway Milling / Adjustment / Overlay	Entire street width, 50%	933	SY	\$20	\$18,667
Striping Allowance		2	LS	\$5,000	\$10,000
Crosswalks, Epoxy Print, 20' Width	One at King Street	1	EA	\$10,000	\$10,000
Crosswalks, Standard Street Print, 10' Width	Three at Royal & Wirt, one at Royal & Liberty	4	EA	\$2,500	\$10,000
Remove Ex. Pavement	Rebuild Street, 50%	933	SY	\$10	\$9,333
Fill Material	Rebuild Street, 50%	600	CY	\$20	\$12,000
Full Depth Pavement	Rebuild Street, 50%	933	SY	\$60	\$56,000
Adjust / Reset Utilities		6	EA	\$400	\$2,400
Erosion & Sedimentation Control Allowance		1	LS	\$5,000	\$5,000
Brick Apron: Residential		8	EA	\$2,500	\$20,000
Brick Apron: Commercial		2	EA	\$4,000	\$8,000
Street Trees		8	EA	\$700	\$5,600
					<b>\$316,446</b>
10% Traffic Management Allowance					\$31,645
					<b>\$348,091</b>
10% Traffic Mobilization Allowance					\$34,809
					<b>\$382,900</b>
10% Contingency					\$38,290
<b>Total</b>					<b>\$421,190</b>

S Royal Street East: Install new curb & gutter where necessary and install new brick sidewalk on both sides of street, improve pedestrian crossings.				
Item	Notes	Qty	Unit	Unit Cost Cost
Demolition: Existing Curb	Half of existing Curb & Gutter, determined in field	440	LF	\$6 \$2,640
Demolition: Existing Sidewalk	Both sides of street	3,960	SF	\$1.20 \$4,752
Curb & Gutter (half of street)	Half of existing Curb & Gutter, determined in field	440	LF	\$25 \$11,000
Brick Sidewalk: 4' - 5' width	Both sides of street, less 150' for aprons	3,285	SF	\$16 \$52,560
Roadway Milling / Adjustment / Overlay	Entire street width, 50%	733	SY	\$20 \$14,667
Striping Allowance		1	LS	\$5,000 \$5,000
Crosswalks, Epoxy Print, 20' Width	One at King Street	1	EA	\$10,000 \$10,000
Crosswalks, Standard Street Print, 10' Width	One at Royal & Church	1	EA	\$2,500 \$2,500
Remove Ex. Pavement	Rebuild Street, 50%	733	SY	\$10 \$7,333
Fill Material	Rebuild Street, 50%	450	CY	\$20 \$9,000
Full Depth Pavement	Rebuild Street, 50%	733	SY	\$60 \$44,000
Erosion & Sedimentation Control Allowance		1	LS	\$5,000 \$5,000
Adjust / Reset Utilities		2	EA	\$400 \$800
Brick Apron: Residential		10	EA	\$2,500 \$25,000
Street Trees		7	EA	\$700 \$4,900
				<b>\$199,152</b>
10% Traffic Management Allowance				\$19,915
				<b>\$219,067</b>
10% Traffic Mobilization Allowance				\$21,907
				<b>\$240,974</b>
10% Contingency				\$24,097
				<b>\$265,071</b>
<b>10% Traffic Mobilization Allowance</b>				

T Wirt Street: Install new curb & gutter and brick sidewalks on west side of street, improve access and drainage for Liberty Street lot.				
Item	Notes	Qty	Unit	Unit Cost Cost
Demolition: Existing Curb	West side of street, north half	225	LF	\$6 \$1,350
Demolition: Existing Sidewalk	West side of street, north half	900	SF	\$1.20 \$1,080
Curb & Gutter	West side of street	425	LF	\$25 \$10,625
Brick Sidewalk: 4' Wide	West side of street, north half	900	SF	\$16 \$14,400
Brick Sidewalk: 9' Wide	West side of street, south half	1,800	SF	\$16 \$28,800
Adjust/Reset Utilities		7	EA	\$400 \$2,800
Relocate Drainage Structures		4	EA	\$5,000 \$20,000
Outfall Riprap		15	CY	\$150 \$2,250
Excavation		140	CY	\$20 \$2,800
Storm Drain Pipe		250	LF	\$150 \$37,500
Roadway Milling / Adjustment / Overlay	Entire width, north 3/4 of street	781	SY	\$20 \$15,611
Striping Allowance		1	LS	\$5,000 \$5,000
Crosswalks, Standard Street Print, 10' Width	One at Wirt & Royal	1	EA	\$2,500 \$2,500
Remove Ex. Pavement	Entire width, south 1/4 of street	250	SY	\$10 \$2,500
Fill Material	Entire width, south 1/4 of street	200	CY	\$20 \$4,000
Full Depth Pavement	Entire width, south 1/4 of street	250	SY	\$70 \$17,500
Erosion & Sedimentation Control Allowance		1	LS	\$5,000 \$5,000
Lights	Street lighting improvements by private development	4	EA	\$0 \$0
Brick Apron: Residential		2	EA	\$2,500 \$5,000
Brick Apron: Commercial		1	EA	\$4,000 \$4,000
Relocate Utility Poles		2	EA	\$20,000 \$40,000
Street Trees		5	EA	\$700 \$3,500
				\$2226,216
10% Traffic Management Allowance				\$22,622
				\$248,838
10% Traffic Mobilization Allowance				\$24,884
				\$273,721
10% Contingency				\$27,372
Total				\$301,094



U Church Street at Town Branch: Improve vehicular circulation at the terminus of Church street, and connect pedestrians to Town Branch and W&OD Trail.				
Item	Notes	Qty	Unit	Cost
Curb & Gutter	New turn-around circle, connection to Church Street	320	LF	\$25 \$8,000
Brick Sidewalk: 4' width	Around circle, connection to Town Branch bridge & trail	2,664	SF	\$16 \$42,624
Fill Material (half of street)	New circle pavement	400	CY	\$20 \$8,000
Full Depth Pavement	New circle pavement	558	SY	\$70 \$39,060
Pre Engineered Pedestrian Bridge		1	LS	\$80,000 \$80,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	3	EA	\$0 \$0
10% SWM & ESC Allowance				\$177,684
				\$17,768
10% Traffic Management Allowance				\$195,452
				\$19,545
10% Traffic Mobilization Allowance				\$214,998
				\$21,500
10% Contingency				\$236,497
				\$23,650
Total				\$260,147

V South Street East: Install curb & gutter where absent, install new brick sidewalk, and improve pedestrain crossings.				
Item	Notes	Qty	Unit	Unit Cost Cost
Demolition: Existing Sidewalk	South side of street	2,100	SF	\$1.20 \$2,520
Curb & Gutter	West half of north side of street	160	LF	\$25 \$4,000
Brick Sidewalk: 5' width	South side and west half of north side of street	2,600	SF	\$16 \$41,600
Adjust / Reset Utilities		5	EA	\$400 \$2,000
Pavement Reconstruction Allowance		1	LS	\$20,000 \$20,000
Roadway Milling / Adjustment / Overlay	Entire street width	769	SY	\$20 \$15,378
Striping Allowance		1	LS	\$5,000 \$5,000
Crosswalks, Standard Street Print, 10' Width	One at South and Church, one at south and Harrison	2	EA	\$2,500 \$5,000
Stone Wall for Drainage-Way	At south side of Market Station	35	LF	\$300 \$10,500
Brick Apron: Residential		1	EA	\$2,500 \$2,500
Brick Apron: Commercial		2	EA	\$4,000 \$8,000
				<b>\$116,498</b>
10% SWM & ESC Allowance				\$11,650
				<b>\$128,148</b>
10% Traffic Management Allowance				\$12,815
				<b>\$140,962</b>
10% Traffic Mobilization Allowance				\$14,096
				<b>\$155,059</b>
10% Contingency				\$15,506
<b>Total</b>				<b>\$170,564</b>

**W South Street at George Town Park: Install curb & gutter where absent, improve drainage, and improve pedestrian crossings.**

Item	Notes	Qty	Unit	Unit Cost	Cost
Curb & Gutter	East half of north side of street	230	LF	\$25	\$5,750
Brick Sidewalk: 6' width	East half of north side of street	1,380	SF	\$16	\$22,080
Adjust / Reset Utilities		5	EA	\$400	\$2,000
Relocate Drainage Structures		1	EA	\$5,000	\$5,000
Brick Apron: Commercial		3	EA	\$4,000	\$12,000
Pavement Reconstruction Allowance		1	LS	\$20,000	\$20,000
Roadway Milling / Adjustment / Overlay	Entire street width	1,173	SY	\$20	\$23,467
Striping Allowance		1	LS	\$5,000	\$5,000
Crosswalks, Standard Street Print, 10' Width	One at South & Wirt	1	EA	\$2,500	\$2,500
Crosswalks, Epoxy Print, 20' Width	One at King & South	1	EA	\$10,000	\$10,000
Erosion & Sedimentation Control Allowance		1	LS	\$5,000	\$5,000
BMP		250	SF	\$100	\$25,000
BMP Plantings		1	LS	\$1,000	\$1,000
Lights	Street lighting improvements shall be funded through grant monies previously awarded to the town	2	EA	\$0	\$0
Street Trees		5	EA	\$700	\$3,500
10% Traffic Management Allowance					<b>\$142,297</b>
					\$14,230
10% Traffic Mobilization Allowance					<b>\$156,526</b>
					\$15,653
10% Contingency					<b>\$172,179</b>
					\$17,218
<b>Total</b>					<b>\$189,397</b>

X George Town Park: Install shelter on south side of Town Branch; improve amenities and landscaping in George Town Park.				
Item	Notes	Qty	Unit	Unit Cost Cost
Brick Paving	New pathways	2,000	SF	\$16 \$32,000
Information Panels		4	EA	\$3,000 \$12,000
Benches		7	EA	\$2,000 \$14,000
Drinking Fountain		1	EA	\$8,000 \$8,000
Shelter		300	SF	\$200 \$60,000
Stone Veneer on Walls / Bridge		2,200	SF	\$30 \$66,000
Bike Racks		10	EA	\$1,000 \$10,000
Landscape & Grading Allowance	For amphitheater at waters edge	1	LS	\$50,000 \$50,000
Specimen Trees		3	EA	\$800 \$2,400
Lawn: Sodded		600	SY	\$4 \$2,400
				<b>\$256,800</b>
10% Stormwater & Erosion Control				\$25,680
				<b>\$282,480</b>
10% Traffic Mobilization Allowance				\$28,248
				<b>\$310,728</b>
10% Contingency				\$31,073
<b>Total</b>				<b>\$341,801</b>

